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### THE MACAO QUESTION.

A REPLY TO THE PORTUGUESE  
VERSION.

(CANTON INFORMATION BUREAU.)

CANTON, September 28th.

Last Saturday, the *Hongkong Daily Press* published what, we take it, is to be read as the official Portuguese version of the recent incident at Macao. The statement opens with the admission that "various incidents have occurred recently relating to the question of Portuguese and Chinese jurisdiction all of which have been determined with more or less difficulty by the authorities at Canton and Macao." We concur. But what follows in the Portuguese version is an obvious falsification of history. "These incidents or conflicts," it is said, "far from being due to a desire to enlarge Portuguese authority—a desire which does not exist—are rather due to a want of comprehension of the right, duties and obligations of nations in their relations to each other, on the part of subaltern or junior Chinese officials, who maintain a doubtful discipline amongst their subordinates."

#### A CONCLUSIVE ANSWER.

The conclusive answer to this attempt to find the cause for these "incidents or conflicts" in Chinese truculence rather than in the Portuguese desire to grab more Chinese territory, is to point out that whereas in 1848, the area of Macao was actually less than 3 square miles, it is to-day considerably more than 11 square miles and, if the Portuguese claim were allowed, it would exceed 60 square miles!

As the Portuguese statement has plunged into history, and bad history at that, it is necessary to rehearse the relevant historical facts involved in the case. The settlement of Macao originally comprised the tip of the tongue of land jutting out at the southern extremity of the West River delta, known as the Delta of Hong-Shan. The Portuguese were at first no more than squatters and, according to a well-known book of reference, they first obtained a footing on a vacant lot near the shore under the pretext of drying wet cargo, and in 1587 were permitted by the Chinese Government, then under the Ming Dynasty, to erect factories on the payment of Tia 20,000. Later, the Portuguese made a new arrangement with the Manchu Government, which required them to pay an annual land tax of Tia 500 and prohibited their movements beyond two barrier gates. These gates "were opened 6 times a month, when the Portuguese were supplied with rice and other necessities."

#### A SCRAP OF PAPER.

The land tax of Tia 500 was paid until 1848, when the Portuguese—state of China brought about by the first Opium War—violated the agreement to pay the land tax and expelled the Chinese authorities. It was about this time that the "desire to enlarge Portuguese authority" found its first notable expression. "The northern boundary of Macao, which then ran across the centre of the tongue of land, was pushed back to include the entire peninsula, right up to the barrier on the sandy isthmus connecting the settlement with the rest of the delta. This illegal state of things, created by the Portuguese, continued down to 1887, when the Protocol of Lisbon and the Treaty of Peking legalised the Portuguese occupation of Macao in return for the Portuguese undertaking to aid in suppressing the smuggling trade in opium—which, by the way, is still vigorous and flourishing in the settlement."

The Portuguese statement appears to invoke article 2 of the Treaty of Peking. The article stipulates that "Commissioners appointed by both Governments shall proceed to the delimitation of the boundaries (of Macao), which shall be determined by a special Convention; but so long as the delimitation of the boundaries is not concluded, everything in respect of them shall continue as at present without addition, diminution, or alteration by either of the parties."

#### LAPPA'S SPRING WATERS.

At the date of this Treaty of Peking of 1887, the water-boundary between Macao and the Chinese territory known as Lappa Island, lying opposite to it, was not an acute issue—if it were an issue at all—because (a) the Portuguese authorities at the time had a more or less correct comprehension of the right, duties and obligations of nations in their relations to each other; (b) the matter of a river-boundary, such as that existing between Macao and Lappa Island, i.e. the boundary-line lies along the centre of the main channel; (c) it was only in 1909, that the Portuguese began dredging work with the view of making the Port of Macao available for the largest river-boats and ultimately overseas-shipping; and (d) in 1887, the Portuguese had not yet contemplated the seizure of Lappa Island for the two-fold purpose of enclosing the port entirely for Portuguese territory and securing for Macao the best potable water in that section of the delta region. There is little doubt that the Lusitanians are thirsting for Lappa's spring-waters. But they are also wanted by the rightful and immemorial owners of the soil.

#### THE STATUS QUO OF 1887.

In these circumstances, the Portuguese statement wholly begs the question when it contends that, in view of the maintenance of the *status quo* of 1887, as stipulated by article 2 of the Treaty of Peking, "it follows that if the port of Macao was solely under Portuguese jurisdiction in 1887, China cannot exercise any authority in the waters of the port." The entire point at issue is what are "the waters of the port" of Macao. The historical evidence is completely against the present Portuguese contention that those waters included, in 1887, the Chinese side of the inlet separating Macao from Lappa Island. And even if the evidence—which is not the case—were less conclusive as to what were the "waters of the port" of Macao in 1887, the briefest consideration of the question, under the

guidance of settled law, would show the *status quo* of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1.—It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2.—Prior to 1848, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3.—The refusal of the Portuguese to pay the annual land-rent of Tia 300 rendered their occupation of Macao, from 1848 to 1887, tortious and illegal.

4.—The Treaty of Peking legalised the Portuguese occupation of Macao in terms tantamount to a cession of the territory of the settlement as from the date of the Treaty.

5.—While there was no general rule of International Law which could automatically fix the land frontier of Macao, there was, at the date of the Treaty of Peking (and it is still a rule of law), such a principle of the Law of Nations which determined the frontier line of the state bordering on an inlet, i.e. the middle of the river.

6.—As Macao was legally ceded to the Portuguese by the Treaty of 1887, it necessarily follows that the boundary line between it and the Chinese territory of Lappa Island then lay along the middle of the inlet separating the two.

7.—Hence, the *status quo* of 1887 was that the "waters of the port" of Macao extended up to and not beyond the middle of the inlet, the waters on the Lappa side being entirely under Chinese jurisdiction. On this view, the case against the Portuguese contention is complete both in law and in fact.

#### ANOTHER "SCRAP OF PAPER."

It is unnecessary to go afresh into the particular facts of the incident, except to state that—besides being due generally to the persistent violation of the Treaty of 1887 on the part of the Portuguese—it was specifically provoked by another characteristic Portuguese violation of the written agreement made between the Canton and Macao authorities last year as a *modus vivendi* pending the final settlement of the matter. It is one of the terms of the agreement that the Portuguese shall not interfere with Chinese fishing-boats which may be beached for cleaning or repairs near Ngan Hang, a purely Chinese village on the exclusively Chinese territory of Lappa Island. In violation of what may be justly described as a provision which sums up, in a single brief sentence, the spirit of the Treaty of 1887, the Portuguese truculency and Chinese philosophic submissiveness, the Macao harbour master has stationed a launch near Ngan Hang in order to compel Chinese fishing-boats to go to the Macao side of the river or to take out licences issued by him. There are, however, limits even to the yielding tolerance of the Chinese with their inherited belief in compromise as an expression of the saving grace of common sense. Hence, the recent incident.

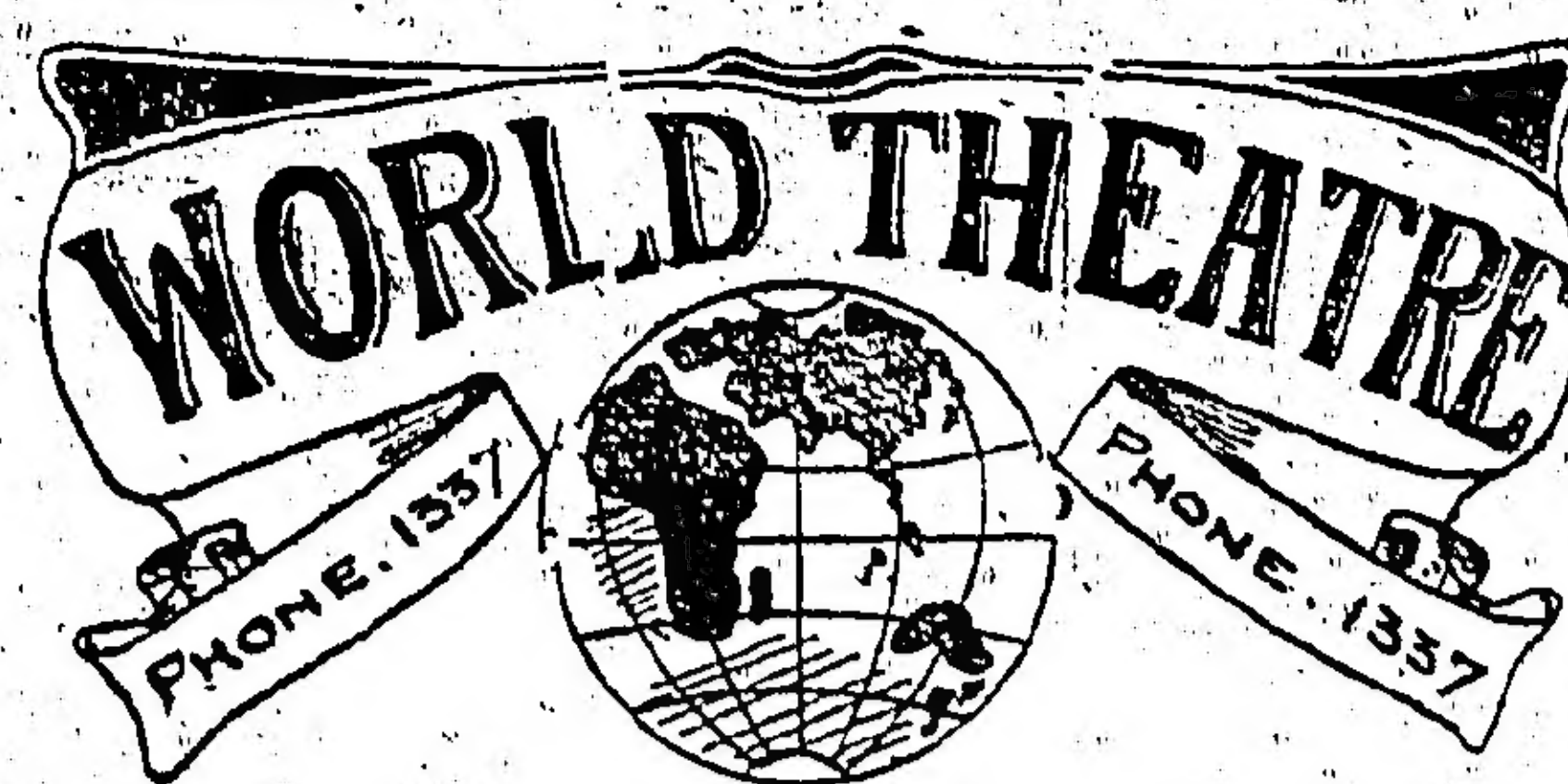
#### MONTE CARLO OF THE ORIENT.

The language of the Portuguese communiqué compels us to make a necessary reference to Macao as a centre of pernicious human activities which no government, definable as civilised, ought, to tolerate far less legalise. Some years ago it was the centre of the slave trade in the Far East. To-day it is one large opium den and gambling "hell" and something worse which we must refrain from specifying. "Macao," we read in a popular guide-book in a passage devoted to the amenities of the place, "is popularly known as the 'Monte Carlo of the Orient'—there being several large gambling establishments, conducted under Government control, the licences bringing in a large revenue to the Colonial Treasury. Besides licensed gambling houses, there is a lottery conducted by the Government. The lots are drawn once a month, the highest prize being as large as \$150,000." From these illegitimate monopolies and traffic in human frailties, Macao derives an annual surplus revenue of 8-7 million dollars. Practically the whole of this large sum is remitted to the home government, although this process of colonial milking is masked by a method of appropriation which appears to divert the money to the assistance of the Portuguese colony of Timor off the N.W. coast of Australia.

[The popular guide book from which the extract is quoted in the last paragraph of this communication must be considerably out of date, and somewhat inaccurate also, we think. There is no lottery conducted by the Government at Macao. There was formerly one conducted by the Santa Casa Misericordiana, but the first prize was never higher than \$50,000. That lottery, ceased several years ago. Two or three small Chinese lotteries still flourish, under Government license.—Ed. H.D.P.]

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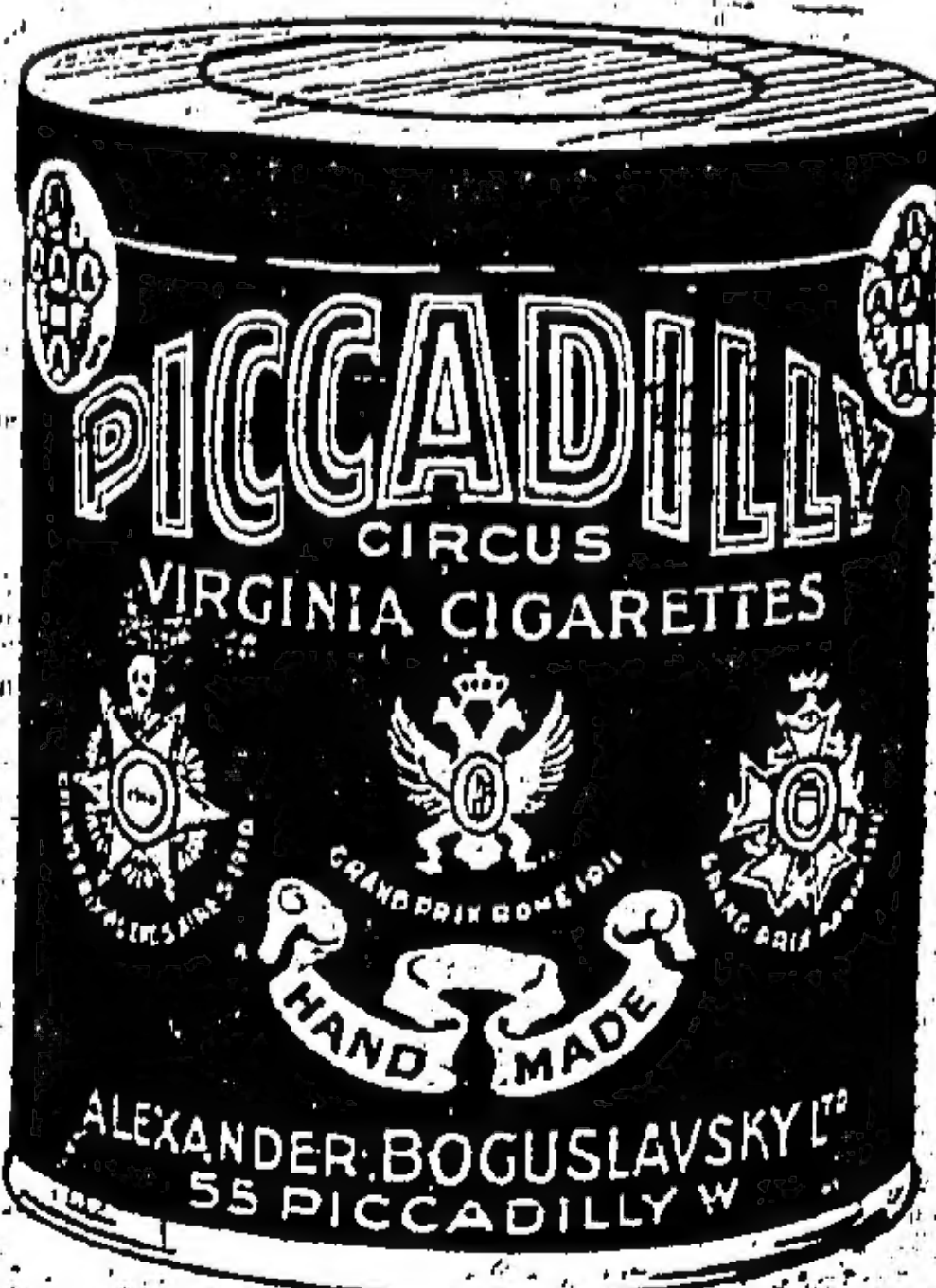
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## CABLES.

## LATEST CABLES.

[THROUGH ROUTE'S WORKS.]

TO AWAKEN INDUSTRY.  
MR. CHURCHILL'S SUGGESTION.

LONDON, September 28th.

Mr. Churchill, addressing the gathering at the Gold Coast Civil Service dinner, suggested that something might be done to relieve the present lack of enterprise and initiative in the business and industrial world by placing orders for railway material and all apparatus needed to develop the natural resources of the Crown Colonies, which Parliament had so far neglected.

Many of our old customers, Mr. Churchill said, have disappeared. We have killed a lot of them, and put others in the bankruptcy court, so that they are unable to repeat their orders with the regularity and abundance which we are entitled to expect. Why did we not look in the great circle of the British Empire, where there were assets, in which we could sink \$200,000,000 in the next ten years with certainty, recovering every penny invested? It seemed to him that the development of the Crown Colonies was one of the factors which ought to be used in solving the temporary collapse of markets and purchasers. (Cheers.)

GOVERNMENT'S PROPOSALS FOR  
TRADE REVIVAL.

LONDON, September 28th.

The Premier has invited the Financial Secretary of the Treasury to arrange for a number of financial experts and commercial representatives to travel to Gairloch to discuss the Government's proposals for trade revival.

The Board of Trade favours the extension of the scheme of export credits while land reclamation and road development will, also, be considered.

## INDIAN UNREST.

## CIVIL DISOBEDIENCE PROGRAMME.

BOMBAY, September 27th.

The Conference of the Nationalist Congress and the Khilafat Workers in Sind has passed a resolution requesting the Congress to adopt civil disobedience from November 1st.

## TRIAL OF ALI BROTHERS.

KARACHI, September 27th.

The trial of the Ali brothers, Dr. Kitchlew and four others opened to-day before the City Magistrate.

Police witnesses gave evidence saying that the utterances of the accused, proposed according to the resolution of the Khilafat Conference in July, declaring, *inter alia*, that it was at present unlawful for a Mussulman to enter or remain in the British army.

## EARLIER CABLES.

## UNEMPLOYMENT PROBLEM.

## SIR ALFRED MOND'S OPINION.

LONDON, September 27th.

Sir Alfred Mond, addressing pressmen at the Ministry of Health, declared that unemployment is due to causes over which the Government has no control. They must try to stabilise foreign exchange, so that British foreign trade may improve, and the cost of production must be reduced. He was glad to say that there seemed to be some indication of more confidence on the part of purchasers, as more orders were being received. Unemployment insurance had been a big weapon in dealing with the situation. It was hoped to extend its scope by the Government advancing \$20,000,000 to an unemployment insurance fund. The position was serious, but he was not in any way pessimistic.

SOUTH WALES COALFIELD.  
OWNERS QUESTION INTERPRETATION OF SETTLEMENT.

LONDON, September 27th.

A serious position has arisen in the South Wales coalfield owing to a misinterpretation of the settlement of the last coal strike, the Mines Department requiring the owners to contribute a further 10s. per ton, amounting to \$750,000, towards wages. The owners expected the sum to be provided from the Government subsidy of \$10,000,000, of which \$2,000,000 remains.

After a hurried meeting at the Cardiff Coal Exchange the owners decided to close a large number of collieries. If the decision is carried out the unemployment situation in South Wales will be seriously aggravated.

COAL EXCHANGE QUOTATIONS  
SUSPENDED.

Following the South Wales coal bombshell, all quotations were withdrawn at the Swansea Coal Exchange to-day in view of the uncertainty of the position.

## LATEST CABLES.

## BELGIAN AERODROME FIRE.

## MANY AEROPLANES BURNED.

BRUSSELS, September 28th.

A great fire has destroyed the Evere aerodrome and many aeroplanes have been burnt. The explosions of petrol were heard in Brussels.

"PORT AUGUSTA" FIRE.  
BROUGHT UNDER CONTROL.

CAPE TOWN, September 27th.

The fire on board the *Port Augusta* has been extinguished. Apparently, only a number of pianos have been destroyed.

## DRUGS CONFERENCE.

FRENCH RESOLUTION REFERRED  
TO COMMITTEE.

GENEVA, September 27th.

The French Government's opium resolution has been referred to the Opium Consultative Committee, which later submits the question to the Council.

## LEAGUE OF NATIONS.

## THE SIXTH COMMITTEE AT WORK.

GENEVA, September 28th.

The Sixth Committee has adopted unanimously the combined resolution by Lord Robert Cecil and M. Schanzer asking the Military Commission to draft general proposals on the reduction of armaments for submission to next year's Assembly.

The resolution resulted in a lively debate, in which Mr. Fisher, M. Schanzer and Lord Robert Cecil participated.

The Committee then discussed the Russian famine. Dr. Nansen vehemently denounced "the deplorable political atmosphere surrounding the problem," flatly denying the rumour that one of Mr. Hoover's food trains had been pillaged by Soviet troops. He declared that the American relief organization was now feeding three million children, instead of one million.

Lord Robert Cecil warmly upheld Dr. Nansen's agreement with the Soviet, which he considered thoroughly satisfactory, and urged the Committee to express approval of the agreement.

Mr. Fisher wound up the debate, declaring that the Governments were not able directly to assist the relief schemes.

## EARLIER CABLES.

## GERMAN DEMOBILISATION.

ALLIED CONTROL COMMISSION'S  
DEMANDS.

BERLIN, September 27th.

A Note of the Inter-Allied Control Commission demands that the German police force be immediately reduced to the level demanded by the Entente, and declares that nothing has been done to carry out the stipulation for decentralising the force, which, still organised in tactical units, is really a mobile fighting force similar to the Reichswehr.

## ALARMIST REPORTS.

LONDON, September 27th.

In connection with the revival of alarmist reports in regard to the strength of the German Army, Reuters learns authoritatively that the Inter-Allied Control Commission is perfectly satisfied with the progress of the surrender and destruction of German armament. Official quarters state that there is not the slightest apprehension of any possibility that Germany will be able to organise and equip an army of such size as to constitute a danger to the Allies. There are plenty of men, but all the necessary armament and equipment is lacking.

## SYNDICALISM IN GERMANY.

WORKMEN TAKE POSSESSION OF  
DYEWORKS.

BERLIN, September 27th.

A message from Frankfurt states that workmen have taken possession of the dyeworks at Höchst, and will not allow anyone to enter without their consent. There has been no disorder. The French authorities have announced that they will not interfere, but have requested the workmen to refrain from violence.

## ALL-RUSSIA COMMITTEE.

## MEMBERS CONDEMNED TO DEATH.

LONDON, September 27th.

In view of the alarming reports regarding the safety of members of the All-Russian Committee, Dr. Nansen telegraphed to M. Tschichérin asking whether the report that four members of the Committee had been condemned to death is true.

## FASCISTI DEMONSTRATION.

ROME, September 27th.

A band of Fascisti or extreme Nationalists headed by a Deputy, Sgr. Vicini, demonstrated in front of the Prefecture at Modena. The troops fired, killing five and wounding 25, Sgr. Vicini being among the wounded.

## LATEST CABLES.

## SOYA BEAN.

## HUNGARIAN DOCTOR'S DISCOVERY

LONDON, September 28th.

"It is the matter of the highest political importance that the West should learn the lesson of cheaper living as taught them by the East in the adaptation of the soya bean as an article of food. Given the existing situation on the Continent, this is the only real solution of the problem of reconstruction," says a statement made to the *Times* Vienna correspondent by Dr. Berzeller, a young Hungarian who is experimenting with soya bean as food.

Dr. Berzeller claims that he has succeeded in creating three foods, namely, bread, flour and milk, in which the biological factor is taken into account.

This "manna" bread is the cheapest in the market, very palatable and easily digested, while the "manna" milk is very similar to cow's milk at one-sixth the cost. He suggests that these food-stuffs are suitable to combat the Russian famine, owing to their cheapness, compactness and speediness of production, while the diffusion of these foodstuffs would lead to the permanent cultivation of the soya in the Ukraine, which will be very important to the future provisioning of Europe.

## ART CONGRESS.

## CHINA'S REPRESENTATIVE.

PARIS, September 27th.

The International Congress on the History of Art has been opened. China is represented at it by Mr. Lou Kuo, manager of the Chinese School Delegation in Europe.

## AFGHAN TREATY.

PROBABLE INFLUENCE OF  
DELEGATE.

SIMLA, September 28th.

Ghulam Siddiq, member of the Afghan Mission to Europe, has returned to Kabul. His arrival is expected to influence the Indo-Afghan negotiations, in view of the experience he gained in Europe and elsewhere.

SOVIET CLAIM IN UNITED  
STATES.CLAIM FOR POSSESSION OF  
STEAMERS.

NEW YORK, September 28th.

The Soviet Government sued the Federal Court for possession of certain Russian steamers in New York waters. The Judge held that the Soviet Government could not appear as a litigant in American courts, because it was not recognised by the United States.

## EARLIER CABLES.

SOVIET PROPAGANDA IN  
THE EAST.

## FOREIGN OFFICE OPINION.

LONDON, September 27th.

The Foreign Office is of the opinion that the Soviet reply to Marquis Curzon does not attempt to answer the very grave charges against the Soviet, which are based on definite evidence. The Soviet, apparently, merely contents itself with stating that certain individuals are not involved. This is unimportant in view of the well-known fact that, owing to their mutual distrust, the heads of the Soviet departments are always changing.

## U.S. PEACE TREATIES.

"NOT MATTER FOR PARTY  
ACTION."

WASHINGTON, September 27th.

The conference of Democrat Senators decided that the peace treaties are not matters for party action, hence individual Senators are free to follow their own judgment in the voting in regard to ratification.

## U.S. SUBMARINE SINKS.

## OPEN TORPEDO-TUBE THE CAUSE.

LOS ANGELES, September 27th.

The United States Pacific fleet submarine R-6 sank at anchor in San Pedro Harbour, owing, it is said, to an open torpedo-tube. Two of the crew are believed to have been drowned.

GRAND TRUNK RAILWAY.  
SHAREHOLDERS' COMMITTEE TO  
APPEAL.

LONDON, September 27th.

The Grand Trunk Railway shareholders' committee has decided to appeal to the Privy Council.

## LATEST CABLES.

## "CASTOR" ACCIDENT.

LONDON, September 28th.

A message from Riga says eight members of the crew of the cruiser *Castor* were drowned in an attempt to lower a boat in heavy seas.

## AIRMANSHIP.

## WORLD'S SPEED RECORD BROKEN

PARIS, September 27th.

The French airman Sadi Le Conte has broken the world's speed record by attaining 206 miles in an hour.

## WAR IN ASIA MINOR.

## WHY GREEK OFFENSIVE FAILED.

SMYRNA, September 28th.

Reviewing the operations in Anatolia in August, it is now evident that the Greek offensive failure involved a great sacrifice. Their right wing was too extended, when they crossed the river Sakharin and the Turks attacking drove back two divisions in disorder, with heavy loss, including most of the artillery.

The Greeks were completely held by the Turkish second line, upon which the Turkish counter-offensive developed, with considerable and unexpected reserves against the exhausted Greeks, whose General Staff, after a hurried council of war, decided to retreat behind Sakharin.

It is estimated that the Greeks lost 25,000 men in a desperate fighting. The Turkish losses, also, were very heavy.

## EARLIER CABLES.

## "A FIGHTER OF INFIDELS."

NATIONALISTS HONOUR  
MUSTAFA.

CONSTANTINOPLE, September 27th.

The National Assembly at Angora has conferred upon Mustafa Kemal the rank of Marshal and the title of Ghazi, the latter designation being an honour given to a fighter of infidels.

Mustapha, replying, said he would not lay down arms until the last Greek had been driven from Turkish soil.

## ROYALTY TO VISIT ANATOLIA.

ATHENS, September 27th.

King Constantine and the Crown Prince will arrive at Anatolia on the 29th inst. Great preparations are being made for a popular welcome.

## LATEST CABLES.

## ARGENTINE LOAN.

Buenos Aires, September 28th. Negotiations have been concluded for an American loan for the Argentine Government of \$50,000,000 at 7 per cent.

## EARLIER CABLES.

TO RESTORE EXCHANGE AND  
STIMULATE TRADE.

NEW YORK, September 27th.

A syndicate of financiers has purchased two-year seven per cent. Argentine Government Treasury gold notes to the amount of \$50,000,000. This is the first financing of Argentine bonds from New York for five years. The operation is expected to help to restore exchange and to stimulate trade.

## MARTIAL LAW IN BELFAST.

SALUTARY EFFECT OF NEW  
REGULATIONS.

LONDON, September 27th.

"Gunmen" in the riot area of Belfast had a sample of martial law for two hours prior to curfew last night, troops clearing the streets with the bayonet.

Colonel Campbell, who has been appointed military governor of the city, immediately issued regulations which had the most salutary effect, shooting ceasing after 8 o'clock a.m. yesterday, though there were sporadic attacks with revolvers and other weapons during the day.

A military *communique* issued concerning this says that Catholics were attacked in nine cases, including three where workmen were driven from employment. In the tenth case a Protestant was beaten in a Catholic area.

FIRE AT NOTTINGHAM  
SOAPWORKS.

LONDON, September 27th.

Damage to the amount of £30,000 was done by fire to a soapworks at Nottingham. Many hands are rendered temporarily idle.

"Chinese" Wilson, as he is called—he is really Mr. E. H. Wilson, a Birmingham man and formerly a journeyman gardener at Kew Gardens—is one of those who have found that romance and adventure are still to be had for the asking.

As a result of four journeys into Western China in the past 14 years, says *World's Work*, he has doubled the number of distinct species of woody plants capable of being grown outdoors in England; sent to the Arnold Arboretum, near Boston, Mass. (where they are now growing) more different and distinct trees and shrubs than are to be found native in the cool, temperate parts of Eastern North America; collected in the interior of China within the last few years, and successfully introduced into cultivation; more new plants than any other plant hunter. Mr. Wilson is not yet 50, but, in addition to his Chinese travels, he has also searched Japan and Korea with good results, and is now on a journey round the world.

## OUR LONDON LETTER.

LORD ESHER'S STORY OF THE  
REAL LORD KITCHENER.  
BRITISH RAILWAYS AGAIN UNDER  
PRIVATE CONTROL.

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 18th.

## THE KITCHENER TRAGEDY.

Lord Esher's book just out under the title, "The Tragedy of Lord Kitchener," tells the general public what was known since the early days of the war to some and suspected by many. The book is based on the author's correspondence and upon a journal which he kept during the momentous years from 1914 onwards. He does not publish everything he knows; indeed, he proposes "with the consent of his co-trustees of the British Museum to seal up the correspondence for sixty years—the period of reticence selected by the author of 'Waverley'—after which" Lord Esher thinks, "they may be of interest to some future historian."

But he tells enough, and tells it plainly, showing that Lord Kitchener was unequal to the task with which he was confronted at the outbreak of the world war. Lord Esher sets the matter down without any equivocation. "He was no longer the K. of K. of the Sudan and South Africa, and he only as yet was aware of the tragic fact. The governing forces of the situation overwhelmed him, but only his intimate friends guessed what was happening." Then we read that Kitchener was "unreceptive to new ideas, disinclined to adopt new methods which he himself did not originate, slow to take advantage of the experience of lesser men." Burdened with this mental equipment he was called upon to work with a civilian Cabinet. Hitherto his word had been law; now he had to act with a Cabinet of 21. No wonder he did not succeed in these circumstances.

Some of his political colleagues disliked him, some distrusted him, some feared him; but he became involved in intrigue—it could not be otherwise—and his powers were taken from him one by one: munitions, recruiting, and, finally, operations. The leader did not lead; and Lord Esher says when Kitchener went to Gallipoli in November, 1915, many hoped he would not return. Truly it was a tragedy that such should come to pass, and not less so because even then the great masses of the people everywhere still thought of Kitchener as a hero.

## THE RUSSIAN FAMINE.

Appeals are being made in England for succour for the unfortunate millions in Russia who are dying from famine. But, to speak quite frankly, the view generally taken is that while it is distressing to hear of the horrors of the calamity, it is not to be supposed that the public will respond as would have been the case had the conditions been different. There is the humanitarian feeling, and on that score a desire to assist; but there is also the feeling that assistance means the bolstering up of Bolshevism. The scars started in some of the papers as to a danger to this country from cholera, which is said to be travelling westward, is not justified. The arrangements for dealing with disease at English ports is so excellently organised that it would be extremely difficult for infection, except in isolated cases, to break through the sanitary cordon.

## THE KING'S CIVIL LIST.

In view of the public attention which has been directed towards the income of King George, by his Majesty's patriotic request for Parliamentary permission to liquidate a part of his personal property and thus meet a deficiency not of his own making, it is instructive to recall the history of what is now known as the King's Civil List. A friend who is an authority on the subject has given me some details. The List stands at the present figure of £470,000, of which only £110,000 a year is allotted to their Majesty's Privy Purse, which has probably more and greater demands upon it than are made on the income of any private person in the country.

The Civil List dates from the reign of William and Mary. Originally the income of the Sovereign, consisted of Crown revenues from land, Excise duties, and other sources, supplemented by money specially assigned by Parliament. In 1700 George the Third surrendered the greater part of the hereditary revenues in England and accepted in their place a Civil List of £280,000 per annum. On the accession of William the Fourth the Civil List was fixed at £510,000 per annum; and Queen Victoria's Civil List was settled under similar conditions. King Edward the Seventh placed his hereditary revenues unreservedly at the disposal of Parliament, and, following the recommendations of a Select Committee of the House of Commons, the Civil List Act of 1901 made the amount payable for the List £470,000. This is the amount at which it stands to-day.

## RAILWAY DECONTROL.

The railways are now freed from a Government control that has lasted over seven years. The history of those years owing to the war, the trade slump and the coal strikes, has been gloomy. Havoc has been played with railway finance, but the outlook now is more cheerful, and the railway companies are putting an extraordinary amount of energy into their services with the determination to make good the ground that was lost under control.

The companies are fortunate in the moment in which they have come into their own again. It seems probable that the nation has seen the worst of the strike trouble, and trade conditions are somewhat better. Moreover, the bargain which the railways have made with the world.

## MARRIED OFFICERS' ALLOWANCES.

THE UNFAIR TREATMENT OF  
NAVY.

The anomalous position of naval officers in being refused the marriage allowance conceded to those of corresponding rank in the Army was brought to the notice of the House of Commons last month. Rear-Admiral Adair, on the third day of the Appropriation Bill, and Thursday by Lady Astor upon the motion for the adjournment.

Rear-Admiral Adair pointed out that the marriage allowances conceded in the Army's Estimates to lower deck rates of the Navy were withheld from officers—an anomaly which left the naval officer the only member of the three fighting forces who was not given anything towards maintaining a wife and child and a home. The Admiralty had regarded the recommendations of the Grand Fleet Committee of 1918, who pointed out that naval officers had kept up two establishments—namely their own maintenance on board and a home for wife and family on shore. They had, moreover, abolished the measure of an allowance of £24 for a child. This was particularly hard on those who had raised themselves by sea from the lower deck to the position of officers. The naval officer was on whole worse off to-day than in 1914. It should be put in a position equal to that of the men of the other fighting services and enabled to maintain his wife and family in a modest home while he was away in China or the Mediterranean, elsewhere. They would not get the right stamp of men into the naval officer's ranks if they did not pay them sufficient to maintain a wife and family.

Lady Astor quoted a letter from a naval officer's wife, which said: "My husband is a naval officer twelve months ago, and we are separated for two years because he cannot afford to take wages to the Far East. A friend of mine, recently married a soldier from the Army who is being trained for the Air Force. He has been sent out to Egypt, and had a free passage for his wife and allowance also." The married officer's Army was getting enough to support a wife and family, and the naval officer was not. The naval officer was sent to sea, and everywhere, and by the nature of things he had practically no right to ask whether its services were less valuable to the State than those of other fighting services.

Government has left them with few available for development. Perhaps the best augury for prosperity is the fact that the railwayman have no deep sense of grievance such as the miners had when the mines were decontrolled. The settlement has been reached without a strike or trouble, and the prediction of a strike has been falsified.

## THE ENGINEERS' CLUB.

Members of the engineering profession on your side will be interested to learn that the Engineers' Club in London about the formation of which I was some time ago, is now an accomplished fact. Premises have been acquired, Coventry Street and Whitcomb Street formerly occupied by the Road Club; the doors will be opened to members from September 1st. The membership already exceeds £200, and new members are being rapidly enrolled.

As I have previously explained, the Club is intended as the London home of the British Engineering profession, resident in this country or coming from overseas. Apart from engineers, professional branches of the profession, including architects, chemical engineers, metallurgists, etc. The subscription is at present ten guineas per annum for London five for country, and two for overseas members. Mr. E. Manville, M.P., is president of the Club, and Mr. Edmund Hill is acting as hon. secretary.

## LETTERS OF CREDIT.

Lloyds Bank has decided to grant "World Letters of Credit" for the use of tourists, travellers, and others journeying abroad. The letters will enable holders to obtain cash at nearly 50 towns in all parts of the British Empire and other countries of the world. This is not, of course, an entirely new departure in banking, as letters of credit have been obtainable almost everywhere, but the extension of the arrangement to the public. Some of the other big London banks may soon be expected to follow the lead set by Lloyds. In that case before long it will be a very out-of-the-way place where visitors possessing a banking account in London need to carry a large sum of money with them.

## IRELAND UNDER THE TRUCE.

Following the truce declared in Ireland between the Crown forces and Sinn Féin while the peace negotiations were proceeding both sides have claimed credit for the punctilious regard they have paid to the strict observance of the agreement. But this has its humorous side as is indicated by a story which is going the rounds. It seems that a pickpocket was caught in the act by his intended victim, who desired to hand him over to the police. But the latter, in their regard for the truce and not knowing anything about the parties, were afraid a pickpocket might be a Sinn Féin man. Accordingly, they suggested that he should be handed to the Sinn Féin patrol. The Sinn Féiners showed an equal respect for the truce, declaring that might be a member of the Crown forces in disguise. Eventually, after long deliberation, it was decided to chain the culprit up to the railings of a church for a day, with a label attached to his explaining his offence. I rather imagine that this kind of thing could happen anywhere outside of Ireland. H.B.

(Continued at foot of next column.)







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**SUWA MARU** (Nagasaki direct) ... Saturday, 29th Oct., at 11 a.m.

**FURUKAWA MARU** (Nagasaki direct) ... Saturday, 19th Nov., at 11 a.m.

**KATORI MARU** (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.

**MARSEILLES, LONDON & ANTWERP** via Singapore, Penang  
Colombo, Suez and Port Said

**ENABA MARU** ... Friday, 30th Sept., at 11 a.m.

**KAMO MARU** ... Friday, 14th Oct., at 11 a.m.

**IYO MARU** ... Friday, 29th Oct., at 11 a.m.

**HAMBURG** via LONDON & ROTTERDAM.  
**MITO MARU** ... Saturday, 23rd October.

**MATSUYAMA MARU** ... End of November.

**LIVERPOOL & GLASGOW** via MARSEILLES.  
**LIBON MARU** ... Monday, 2nd Oct.

**SYDNEY & MELBOURNE** via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.

**NIKKO MARU** ... Tuesday, 18th Oct., at 11 a.m.

**AKI MARU** ... Tuesday, 15th Nov., at 11 a.m.

**NEW YORK** via PANAMA & CUBAN PORTS.  
**DURBAN MARU** ... Thursday, 20th Oct.

**NEW YORK** via SUEZ.  
**RANGOON MARU** ... End of Oct.

**BIO DE JANKIRO, SANTOS & BUENOS AIRES** via CAPE.  
**KAWACHI MARU** ... Middle of November

**BOMBAY** via Singapore, Penang and Colombo.  
**TATUNO MARU** ... Wednesday, 28th Sept.

**AKITA MARU** ... Monday, 17th Oct.

**CALCUTTA** via Singapore, Penang & Rangoon.  
**NAGANO MARU** ... Tuesday, 27th Sept.

**BENTEN MARU** ... Sunday, 9th Oct.

**NAGASAKI KOBE & YOKOHAMA.**  
**AKI MARU** ... Friday, 14th Oct., at 11 a.m.

**SHANGHAI KOBE & YOKOHAMA.**  
**ATSUTA MARU** ... Thursday, 29th Sept., at 11 a.m.

**SANTO MARU** (omitting Shanghai) ... Thursday, 29th Sept.

**KAMAKURA MARU** (calling Nagasaki) ... Wednesday, 12th Oct.

**KIRIN MARU** (omitting Shanghai) ... Wednesday, 12th Oct.

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Kanazawa	Park Hotel	Nikko	Tokyo Station Hotel
Mikasa Hotel	Miyajima	Kanaya Hotel	Tsukiji Seiyoken Hotel
Mampet Hotel	Miyajima Hotel	Nikko Hotel	Yokohama
Kobe	Miyajima	Osaka	Grand Hotel
Oriental Hotel	Fujiyama	Osaka Hotel	
For Hotel		Shimonaka	
		San-yo Hotel	

**IN TAIWAN (FORMOSA)**

Taipei—Taiwan Railway Hotel

**IN MANCHURIA**

IN CHOSSEN	Changchun	Hotel (Mukden)
Kajio (Seoul)	Yamato Hotel	Yamato Hotel
Fusan	Dairen	
Fusan Station Hotel	Yamato Hotel	
Shingai	Hoshigaura	
Shingai Station Hotel	Yamato Hotel	

**BACK TO GOLD STANDARD.**

DISCUSSION AT INTERNATIONAL  
CHAMBER OF COMMERCE.

A BRITISH BANKER'S EMPHATIC  
SUPPORT OF DEFLATION.

In the course of a discussion at the London Congress of the International Chamber of Commerce, held in London recently, Professor Gustav Cassel (Sweden) moved an amendment to a resolution urging deflation of the currencies, proposing to strike out the words "and progressively decreased" in the sentence "the inflation of paper currency should be stopped and progressively decreased." The only true remedy, he said, was to restore stability immediately. That could not be done so long as the internal value of money fluctuated. The main reason for inflation had been the too abundant spending by Governments. Governments must prohibit attempts to devalue currencies, for it was impossible to stabilise currency while such attempts were in progress. Last year he had issued a special warning against deflation, particularly in the United States. That warning had been justified, for one of the main causes of the present serious depression of trade and the unparalleled degrees of unemployment was the efforts which had been made to increase the internal value of money and force prices down. In a period of inflation credit should be restricted, and at a time like this, when prices were falling, every effort should be made to stop that movement and give confidence that bottom prices had been reached. In that way they might speedily attain stability.

Mr. G. E. Roberts (United States) said the great cause of inflation had been the excessive issue of paper currency. Governments must remedy that by raising the funds they required by taxation. No financial scheme would enable a Government to support itself in any other way. When a country desiring to buy from the United States placed itself in a position to reduce fluctuations in exchange the United States would be prepared to negotiate for the credit required. In order to accomplish that good security would be necessary. There were difficulties in the United States, for it would be necessary to organise for the giving of credit, but he believed that would be possible.

**BRITISH POLICY.**

Sir Felix Schuster (British Bankers' Association) said he could not agree with Professor Cassel with regard to the question of deflation. Did he suggest that in certain countries in Central Europe no steps should be taken to remedy the present condition, but they should be stabilised at their present rates? In certain countries the policy of inflation had been carried to such an excess that their financial position could not possibly be restored unless a policy of deflation and rehabilitation of their currencies on a reasonable basis was resorted to. Countries which had departed from their pre-war gold standard must aim at deflating their currencies gradually so as to indicate the least injury, but with one object in view, a return as soon as possible to the pre-war gold standard. That would be the policy of the bankers of the United Kingdom, and until that object was attained he thought they must adhere to a policy of gradual deflation—certainly in this country.

He admitted that it might be carried on too rapidly, and that a certain amount of injury might be inflicted thereby. But whether it was this year, next year, or in five, six, or ten years, that was the policy which he believed was in the United Kingdom, and he had constantly been urged and he did not think we should rest until we were back upon the absolute sound gold basis. Until that was obtained we must deflate. There would be no stability of exchange, stability of trade, and harmonious commercial relations until all currencies were regulated upon the basis of a common standard, and that common standard—at present—could only be gold.

Certain countries had already very large stocks of gold. If they restored confidence and took all the measures they contemplated for rehabilitating Central Europe to some degree of commercial activity and prosperity, he was sure credit would be forthcoming, and means would be found to increase production, and increase the exports of these countries, and thus restore their currencies gradually to a more normal basis. International trade could not be restored until all currencies had that relationship between them which had been the basis of the first step for countries with inflated currencies was to put their internal budgets right, to avoid issues of currencies for balancing their budgets. Then the policy of international credit, which was under consideration, would do a great deal to restore them to something at least approaching their previous prosperity. (Cheers.)

Mr. Watts, on behalf of the United States delegation, expressed his agreement with the remarks made by Sir Felix. Professor Cassel said that to accept a policy of progressive deflation, particularly by the United Kingdom and the United States, would put off stabilisation for many years and would involve a repetition of other years of the same character as this year, with fearful depression of trade, no spirit of enterprise, and an alarming degree of unemployment. If it was sought to make currency more valuable, the burden of State debts would be so crushing that productive work could not be carried on.

Professor Cassel's amendment was defeated.

**CAVALRY REDUCTIONS.**

It is officially announced that the King has approved of the disbandment, as soon as the exigencies of the Service permit, of the Royal Irish Lancers, the 19th Royal Hussars (Queen Alexandra's Own), the 20th Hussars, and the 21st Lancers (Empress of India's). Officers of these cavalry regiments which are to be disbanded will be, as far as possible, offered transfers to other regiments or arms of the Service.

**NOTICES TO CONSIGNEES.**

"BEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

The Steamship "BENLEI"

FROM LEITH, ANTWERP, MIDDLESBRO  
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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th Sept., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 8th Oct., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Sept., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**GIBB, RIVINGTON & CO., LTD.,**  
Agents.

Hongkong, September 22nd, 1921. [1480]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT  
SAID, COLOMBO AND  
STRAITS.

THE Steamship

"CARNARVONSHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 3rd Oct., 1921, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas, on 3rd Oct., 1921, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

**JARDINE, MATHESON & Co., Ltd.,**  
Agents.

Hongkong, September 29th, 1921. [1501]

NOTICE TO CONSIGNEES.

NANYO YUSEN KAISHA, LTD.

FROM JAPAN.

THE Steamship

"CHERIBON MARU"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 30th Sept., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined at 10 a.m. on the 30th Sept. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

**NANYO YUSEN KAISHA, LTD.,**  
Hongkong, September 24th, 1921. [1502]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"CHAKSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd Oct., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

**JARDINE, MATHESON & Co., Ltd.,**  
General Managers.

Hongkong, September 26th, 1921. [1507]

THE EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

THE Motorship

"MALAYA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3d Oct., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Oct., at 10 a.m.

All Claims must reach us before the 6th Oct. or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

**MANNES & BACKHOUSE, LTD.,**  
Agents.

Hongkong, September 27th, 1921. [1508]

**INDO-CHINA**

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

STRAITS & CALCUTTA	"KWAISANG"	Thurs.	28th Sept.	3 p.m.
SHANGHAI & TIENTSIN via SWATOW	"TUNGSHING"	Fri.	30th Sept.	11 a.m.
TIENTSIN	"CHONGSHING"	Fri.	30th Sept.	Noon
MANILA	"LOONGSANG"	Fri.	30th Sept.	3 p.m.
BANGKOK	"FOOSHING"	Sat.	1st Oct.	Noon
SHANGHAI via SWATOW	"CHONGSANG"	Mon.	3rd Oct.	Noon
HAIPHONG via HOIHOW	"LOKSANG"	Tues.	4th Oct.	8 a.m.
SANDAKAN	"HINSANG"	Tues.	4th Oct.	Noon

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**SHANGHAI LINE.**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained, and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

**BORNEO LINE.**—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

**TIENTSIN LINE.**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "KWAISANG" will be despatched on or about  
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S.S. "PENSBOKESHIRE"	20th Oct.	
S.S. "GLENIFFER"	25th Oct.	

**HOMEWARDS.**

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAPP"	19th Oct.	GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "CARNARVONSHIRE"	3rd Nov.	LONDON, ROTTERDAM & HAMBURG.
S.S. "PENSBOKESHIRE"	27th Nov.	GENOA, LONDON, ROTTERDAM & HAMBURG.

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## SHIPPING NEWS

## ARRIVALS

September 27th.

*Burna Maru*, Japanese str., 4,584 tons, Capt. Kobayashi, from Europe via Singapore, with a general cargo—O.S.K.

*Yoshino*, British str., 1,423 tons, Capt. C. A. Robertson, from Bangkok and Swatow, with a general cargo—J.M. & Co.

*Kofuku Maru*, Japanese str., 1,938 tons, Capt. Watanabe, from Wakanabe, with coal—Suzuki & Co.

*Kusanagi*, British str., 1,435 tons, Capt. L. McC. Hussey, from Amoy—J.M. & Co.

September 28th.

*Amakusa Maru*, Japanese str., 2,356 tons, Capt. T. Harada, from Keelung, with coal—O.S.K.

*Araba Maru*, Japanese str., 5,663 tons, Capt. K. Komiya, from Tacoma and Shanghai, with a general cargo—O.S.K.

*Atsuta Maru*, Japanese str., 4,960 tons, Capt. S. Murayama, from Singapore, with a general cargo—N.Y.K.

*Boero*, Dutch str., 4,196 tons, Capt. J. B. Scholten, from Manila, with a general cargo—J.O.F. & Co.

*Huashan*, British str., 1,570 tons, Capt. W. C. Passmore, from Swatow, with a general cargo—Douglas S.S. Co.

*Hydrangea*, British str., 961 tons, Capt. J. W. Colwell, from Swatow, with a general cargo—China S.S. Co.

*Kishu Maru*, Japanese str., 1,567 tons, Capt. H. Ouchi, from Keelung, with coal—O.S.K.

*Sansui Maru*, Japanese str., 3,673 tons, Capt. Y. Nakajima, from Singapore, with a general cargo—N.Y.K.

*Sardina*, British str., 1,106 tons, Capt. Y. G. Cadiz, D.S.O., from London, with iron and general cargo—MacKinnon Mackenzie & Co.

*Schodnek*, American str., 2,515 tons, Capt. J. A. Klansen, from Hankow and Hoilo, with a general cargo—Admiral Line.

*Seima Maru*, Japanese str., 835 tons, Capt. T. Horu, from Canton—M.B.K.

*Shinsei Maru*, No. 2, Japanese str., 554 tons, Capt. K. Yamaoka, from Keelung, with coal—K. Kinsura.

*Spookow*, British str., 1,554 tons, Capt. E. Monkman, from Canton, with a general cargo—B. & S.

*Tingchow*, British str., 1,216 tons, Capt. G. Byers, from Shanghai and Swatow, with a general cargo—B. & S.

## CLEARANCES

September 28th.

*Atsuta Maru*, for Shanghai.

*Boero*, for Shanghai.

*Burna Maru*, for Shanghai.

*Chekung*, for Hoihow.

*Chansang*, for Amoy.

*Gregory*, for Amoy.

*Hoio*, for K. C. Wan.

*Hosui Maru*, for Swatow.

*Lanan*, for Swatow.

*Providence*, for Newchwang.

*Sansui Maru*, for Kobe.

*Sardina*, for Shanghai.

*Seima Maru*, for Keelung.

*Spookow*, for Amoy.

*Takuma Maru*, for Hoihow.

*Teon*, for Amoy.

*Tingchow*, for Canton.

## PASSENGERS

Per s.s. *Atsuta Maru*, on September 28th:—Mr. E. J. Ainslie, Miss D. Lawson, Mr. and Mrs. G. B. Moss, Mr. and Mrs. L. G. Phillips.

Per s.s. *Huashan*, on September 28th:—Mr. S. Fernandez, Miss E. Dunbar, Messrs. F. de Silva, O. H. Hinson, G. Keele, J. Robinson, T. N. M. Reynolds.

Per s.s. *Nardina*, on September 28th:—Mr. and Mrs. Simpson, Mrs. Laine, Mr. and Mrs. Dorton, Miss D. Tonkin, Mr. Mohbs, Rev. E. C. Howe, Lt. J. B. Mitford, Py. Lt. K. V. White, Mr. C. T. Frayne, Lt. F. H. Parkinson, Lt. D. Forbes, Lt. B. W. Galpin, Lt. P. Buck-Keene, Lt. G. Hawkins, Mr. A. A. Mortimore, Mr. J. S. Murray, Mr. Lissaman, Mrs. Dutton, Mr. R. H. Beavan, Mr. and Mrs. Vickers, Mr. B. H. Mellen, Capt. and Mrs. Liddell, Mr. B. de Vries, Mr. Ten Cale, Mr. and Mrs. Lilly, Mr. A. P. Kuemle, Mr. Thunhorst, Sister M. Rodriguez, Sister Anita Sand.

## VESSELS EXPECTED

*Atsuta Maru* (N.Y.K.), due October 13th.

*Antiochus* (Blue Funnel line), due October 1st.

*Bowen Castle* (Dodwell-Castle line), due end of November.

*Demera* (P. & O.), due about October 4th.

*Empress of Russia*, due about October 6th.

*India Maru* (N.Y.K.), due September 29th.

*Kaga Maru* (N.Y.K.), due October 27th.

*Karmala* (P. & O.), due October 10th.

*Kirin Maru* (N.Y.K.), due October 11th.

*Kyozu* (P. & O.), due October 26th.

*Sansui Maru* (N.Y.K.), due September 29th.

*Shidzuoka Maru* (N.Y.K.), due October 15th.

*Sorilla* (B.L.), due October 29th.

*Grey Castle* (Dodwell-Castle line), due second half of October.

## FRENCH "GLIDER" ON THE YANGTZE

The French glider, *Fey Sing* (Captain Brochet) was put aboard an up-river steamer at Shanghai last week for transport to Hankow. From Hankow the glider will be taken on a trial trip up-river, with a view to going as far as Chungking. There is a crew aboard of three men besides the captain. The glider, says the *N.Y. Daily News*, belongs to the French Mechanical Society, "Kiou-Sin." This is the glider which many people will remember as having been on the river at Heili at the time of the Heili Bowing-Hermit in the spring. It is particularly suited for shallow water and goes at an average rate of about 15 miles an hour.

## NEW P. &amp; O. LINER

The trials have taken place in Belfast of the twin-screw passenger steamer *Baradine*, the first of the new fleet of steamers of the P. & O. Steam Navigation Co. She is the first of five, three building at Caird's old Greenock yard and two at Belfast. She is 537ft. long by 64ft. beam, and 41ft. deep, with a gross tonnage of 13,300 tons. The *Baradine* is propelled by two sets of quadruple expansion engines balanced on the Yarrow-Schlick and Twedy system. A sister ship, the *Barabool*, will be launched in Belfast during the winter.

The dining accommodation provides for the full complement of passengers dining at the same time, and the state-rooms (arranged on the popular tandem principle, ensuring natural light and ventilation) are framed and paneled, finished with a spacious and airy character, with mahogany stairways and balusters, with corrugated rubber treads. There is a complete electrical installation consisting of four main generators, in addition to which there is a vertical oil engine driving dynamo. The watertight doors are all operated and controlled electrically from the captain's bridge.

## THE LLOYD TRIESTINO FLEET RETURN OF THE "KOERBER"

The agent of the Lloyd Triestino, at Shanghai has informed the Press, that he is in receipt of a cable from the company's head office at Trieste to the effect that the British Government has returned the ship *Koerber* to the Lloyd Triestino and has undertaken to pay all costs of repairs. The *Koerber*, which was on the Far Eastern run, was seized off Port Said in August, 1914, and taken to Alexandria. She was not, however, declared a prize by the Prize Court at that port, but was commandeered by the government and used throughout the war as a transport. There is reason to believe that all other boats belonging to this line commandeered by the Allies, will shortly be returned to the Lloyd Triestino, with the exception of the *Bohemia*, *China* and *Silezia*, all of which were seized by the Chinese government when China declared war.

## BUILDING FOR THE GLEN LINE

At the Clydebank yard of Messrs. John Brown & Company the motor ship *Loch Katrine* has been launched to the order of the Royal Mail Steam Packet Company. The *Loch Katrine* is similar in dimension and design to the *Glenagly* and the *Glenogle* of the Glen Line, and also to two further vessels for the same firm, the *Glenagly* and the *Glenbeg*, which are completing at Messrs. Harland & Wolff's yard. It is designed to carry approximately 14,000 tons of cargo at a speed of 12 knots. She will have an oil-carrying capacity of 1,300 tons of fuel, and when fully laden fuel consumption will be under 20 tons daily. This result has been achieved by the sister ships of the Glen Line.

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Steamer	From Hongkong	Due Vancouver
Empress of Russia	Oct. 13	Oct. 31
Montesiglio	Oct. 28	Nov. 18
Empress of Asia	Nov. 10	Nov. 28
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 5	Dec. 26
Montesiglio	Dec. 31	Jan. 28

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s.s. "NANKING" Dec. 12th

HONGKONG to SINGAPORE  
s.s. "NANKING" Nov. 28th  
s.s. "CHINA" Oct. 15th

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For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "SAMARANG MARU" sailing on or about 6th Oct.

For further particulars please apply to:—

K. SUZUKI, Manager,  
Tel. No. 2206 No. 5, Queen's Road Central.

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SHINYO MARU	12,000	Oct. 1st
PERSEA MARU	9,000	Oct. 15th at 10.30 A.M.
TAIYO MARU	22,000	Oct. 29th
SIBERIA MARU	20,000	Nov. 15th
TENYO MARU	21,000	Nov. 27th

\* Calling at Dairen and omitting call at Keelung and Shanghai.  
† Calling at Dairen and omitting call at Keelung.

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S.S. "KENTUCKY" ... 3rd Oct.  
LONDON, ROTTERDAM, HAMBURG & GLASGOW  
S.S. "CITY OF PEKIN" ... 29th Oct.

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S.S. "EUBYMACHUS" ... via Suez Canal ... 13th Oct.  
S.S. "CITY OF ADELAIDE" ... via Suez Canal ... 1st Nov.  
S.S. "TYDEUS" ... via Suez Canal ... 18th Nov.

\* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
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DESTINATION	STEAMER & DISBURSEMENT	SAILING DATE
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	"ANDRE LEBON" 22,000 ...	During 1st part of Nov.

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## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KHIVA"	9,000	15th Oct.	Marseilles, London & Antwerp
"DUNERA"	5,400	18th Oct.	Singapore, Colombo & Bombay
"SARDINIA"	5,800	28th Oct.	Marseilles, London & Antwerp
"KARNATA"	9,000	11th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	25th Nov.	Marseilles, London & Antwerp

## BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA"	7,000	4th Oct.	Calcutta via Straits.
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	17th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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## SAILINGS TO SHANGHAI &amp; JAPAN

"GREGORY APCAR"	5,000	19th Sept. 6 A.M.	Amoy Shanghai & Kobe
"SARDINIA"	5,800	29th Sept. 4 P.M.	Shanghai, Kobe & Y. hama
"ARAFURA"	6,000	29th Sept. 4 P.M.	Yokohama direct.
"DUNERA"	5,400	2nd Oct.	Shanghai only.

## SPECIAL STEAMER.

The P. &amp; O. s.s. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and For. Said.  
"ALTA MARU" ... Wednesday, 5th Oct.BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.  
"SEATTLE MARU" ... Tuesday, 11th Oct.BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE  
"KASADO MARU" (Passenger Service) ... Wednesday, 6th Oct.DELI & BANGKOK via SAIGON & SINGAPORE—Regular PASSENGER Monthly service.  
"KISHU MARU" ... Saturday, 1st Oct.SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.  
"VICTORIA MARU" ...VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Delmen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OREGON POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.  
"ARIZONA MARU" ... Monday, 3rd Oct.NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.  
"HONOLULU MARU" ... Friday, 14th Oct.NEW ORLEANS LINE via SUEZ.  
"BORNEO MARU" ... Friday, 21st Oct.JAPAN PORTS—Shanghai, Kobe & Yokohama.  
"BURMA MARU" ... Wednesday, 25th Sept.KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.E. wharf near the Harbour Office.  
"AMAKUSA MARU" ... Sunday, 2nd Oct.TAKAO via SWATOW & AMOY  
"BOHAI MARU" ... Sunday, 16th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building, Tel. Nos. 744 &amp; 745.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer ... Arr. Hongkong from Australia ... Lt. Hongkong for Australia ...

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Radioed Fare. Cargo booked through to all Australia, New Zealand &amp; Tasmanian Ports. For freight and passage apply to— BUTTERFIELD &amp; SWIRE Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Self
AMOY & SHANGHAI	"SOOCHOW"	On 29th Sept.	"Dlight"
SHANGHAI & HONGKONG	"KAIPOH"	On 30th Sept.	2 A.M.
SHANGHAI & TIENTSIN	"YINGPOH"	On 1st Oct.	4 P.M.
SWATOW & SINGAPORE	"SUIYANG"	On 1st Oct.	4 P.M.
CHIEFOO & TIENTSIN	"LIANGHOU"	On 2nd Oct.	10 A.M.
SWATOW & BANGKOK	"HUICHOW"	On 3rd Oct.	4 P.M.
SHANGHAI	"KWANGCHOW"	On 4th Oct.	10 A.M.
SHANGHAI	"SZECHUEN"	On 4th Oct.	Noon.
SHANGHAI & TIENTSIN	"SUNNING"	On 5th Oct.	Noon.
SEWCHWANG & TIENTSIN	"SHANSHI"	On 5th Oct.	4 P.M.
	"CHINLIANG"	On 9th Oct.	4 P.M.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO—Excellent Saloon accommodation. Amidships. Electric Fans in Saloons and State Rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly), and Tientsin (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephones 2477 &amp; 2478.

BUTTERFIELD &amp; SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

## PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ... (for Manila only) ... Oct. 11th

(Calling Shanghai &amp; Japan Ports). Arrive Seattle

S.S. "SILVER STATE" ... Oct. 22nd ... Nov. 11th

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... Oct. 1st 10 A.M. ... Oct. 23rd Arrive San Francisco

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe &amp; Yokohama)

S.S. "COAST" ... Oct. 15th

S.S. "MONTAGUE" ... Nov. 11th

S.S. "ABERCOSS" ... Dec. 7th

Through Bills of Lading issued to Oriented Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 &amp; 2478. 5th Floor, Hotel Manilla.

(71)

## THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS &amp; FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADABETIA" ... Sailing Sept. 29th.

S.S. "LAKE ONAWA" ... Sailing Oct. 16th

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES.

5th Floor, Hotel Manilla, Telephone 2477 &amp; 2478.

PASSENGER OFFICE, QUEEN'S BUILDING, 2, LEE HONG ST.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SCHODACK" ... 29th Sept.

S.S. "JADDEN" ... 15th Oct.

For freight space and particulars apply to—

BARBER STEAMSHIP

LINES, INC..

THE ADMIRAL LINE.

AGENTS.

5th Floor, HOTEL MANILLA.

(173)

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by the

freight steamers

For BOSTON

and/or

NEW YORK

S.S. "GARLIC PRINCE" ... (via Suez) Nov. 1st

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

5th George's Building, Telephone 2165. Telegrams "Furness."

(713)



## POST OFFICE NOTICE.

## INWARD MAILS.

FROM	PER	DATE
STRAITS...	Sunda Maru	29th inst.
JAPAN & SHANGHAI...	Isada Maru	29th inst.
SHANGHAI...	Seachuen	Oct. 1st inst.

## OUTWARD MAILS.

FOR	PER	DATE
*Swatow, Amoy and Keelung	Hosui Maru	Thursday, 29th, 10.00 A.M.
Shanghai, North China and Japan	Isada Maru	Thursday, 29th, 10.00 A.M.
Tientsin	Seachuen	Thursday, 29th, 10.00 P.M.
*Straits, *Bangkok, Calcutta and Aden	Seachuen	Thursday, 29th, 10.00 P.M.
Shanghai, North China and *Japan	Seachuen	Thursday, 29th, 10.00 P.M.
Yokohama	Seachuen	Thursday, 29th, 10.00 P.M.
*Straits and *Bangkok	Seachuen	Thursday, 29th, 10.00 P.M.
Swatow	Seachuen	Thursday, 29th, 10.00 P.M.
Seigon	Seachuen	Thursday, 29th, 10.00 P.M.
...		
Hankow, Peking, and Haiphong	Kaifeng	Friday, 30th, 8.00 A.M.
*Straits, *Bangkok, Ceylon, Mauritius, L.	Isada Maru	Friday, 30th, 8.00 A.M.
Maryue, South Africa, India via	Isada Maru	Friday, 30th, 8.00 A.M.
Dhanshodhi, Egypt, & EUROPE	Isada Maru	Friday, 30th, 8.00 A.M.
via MARSEILLE	Isada Maru	Friday, 30th, 8.00 A.M.
*Swatow and *Shanghai *North China	Tungshing	Friday, 30th, 11.00 A.M.
Bangkok	Tungshing	Friday, 30th, 11.00 A.M.
Swatow, Amoy, and Foochow	Tungshing	Friday, 30th, 11.00 A.M.
Philippine Islands	Tungshing	Friday, 30th, 11.00 A.M.
Shanghai, North China, Japan, Honolulu,	Tungshing	Friday, 30th, 11.00 A.M.
Canada, U.S.A., Central and South	Tungshing	Friday, 30th, 11.00 A.M.
America and *EUROPE via SAN	Tungshing	Friday, 30th, 11.00 A.M.
FRANCISCO	Tungshing	Friday, 30th, 11.00 A.M.
...		
Japan, Canada, *United States, *Central	Kaifeng	Saturday, 1st, 8.00 A.M.
and *South America, and *EUROPE	Kaifeng	Saturday, 1st, 8.00 A.M.
via VICTORIA, B.C.	Kaifeng	Saturday, 1st, 8.00 A.M.
Haiphong	Kaifeng	Saturday, 1st, 8.00 A.M.
Keelung, Shanghai, North China, Japan,	Kaifeng	Saturday, 1st, 8.00 A.M.
Honolulu, Canada, United	Kaifeng	Saturday, 1st, 8.00 A.M.
States, Central and South America	Kaifeng	Saturday, 1st, 8.00 A.M.
& *EUROPE via SAN FRANCISCO	Kaifeng	Saturday, 1st, 8.00 A.M.
...		
Hankow and Haiphong	Isada Maru	Saturday, 1st, 10.00 P.M.
Seigon, *Straits and *Bangkok	Isada Maru	Saturday, 1st, 10.00 P.M.
*Shanghai, and *North China	Isada Maru	Saturday, 1st, 10.00 P.M.
Shanghai and North China	Isada Maru	Saturday, 1st, 10.00 P.M.
Swatow, Amoy and Keelung	Isada Maru	Saturday, 1st, 10.00 P.M.
*Straits and *Bangkok	Isada Maru	Saturday, 1st, 10.00 P.M.
Swatow	Isada Maru	Saturday, 1st, 10.00 P.M.
Seigon	Isada Maru	Saturday, 1st, 10.00 P.M.
...		
Shanghai, N. China, Malacca, *Japan,	Isada Maru	Sunday, 2nd, 11.00 A.M.
and *VICTORIA B.C.	Isada Maru	Sunday, 2nd, 11.00 A.M.
*Swatow, and *Shanghai *N. China	Isada Maru	Sunday, 2nd, 11.00 A.M.
Chetoo and Tientsin	Isada Maru	Sunday, 2nd, 11.00 A.M.
Hankow, and Haiphong	Isada Maru	Sunday, 2nd, 11.00 A.M.
Swatow and Bangkok	Isada Maru	Sunday, 2nd, 11.00 A.M.
Seigon	Isada Maru	Sunday, 2nd, 11.00 A.M.
Seachuen	Isada Maru	Sunday, 2nd, 11.00 A.M.
Shanghai and N. China	Isada Maru	Sunday, 2nd, 11.00 A.M.

\* Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE.

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

"PYRRHUS"	11TH OCT.	London, Amsterdam & Antwerp.
"TITAN"	25TH OCT.	London, Amsterdam & Antwerp.
"RHESUS"	8TH NOV.	London, Amsterdam & Antwerp.
"MENTOR"	15TH NOV.	London, Amsterdam & Antwerp.
"MACHAON"	22ND NOV.	London, Rotterdam & Hamburg.

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"THESEUS"	3RD OCT.	Haye & Liverpool.
"EUMAEUS"	10TH OCT.	Genoa, Marseilles & Liverpool.
"TELEMACHUS"	18TH OCT.	Rotterdam & Liverpool.
"ANTIOCHUS"	1ST NOV.	Genoa, Marseilles & Liverpool.

## PACIFIC SERVICE

(VIA KORE AND YOKOHAMA).

"TYNDAREUS"	5TH OCT.	Victoria, Seattle & Vancouver.
"PROTESILAUS"	2ND NOV.	Victoria, Seattle & Vancouver.
"IXION"	23RD NOV.	Victoria, Seattle & Vancouver.

## NEW YORK SERVICE

(VIA SUZUKI OR PANAMA).

"EURYMACHUS"	19TH OCT.	via Suez.
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## PASSENGER SERVICE

"PYRRHUS"	11TH OCT.	for Singapore & London.
"MENTOR"	30TH OCT.	for Shanghai.
"MENTOR"	15TH NOV.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD &amp; SWIRE AGENTS.

## SANITARY WASHABLE

## HALL'S DISTEMPER

## THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects. It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean cold water. It remains clean, sweet and fresh for years.

Trade card and full particulars post free on application to:-

WM. C. JACK &amp; CO., LTD.

14, DES VOUX ROAD CENTRAL.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

## COMMERCIAL

## OPENING QUOTATIONS.

September 29th

On LONDON	Telegraphic Transfer	2/10 1/2
Bank Bill, on demand	2/10 1/2	
Bank Bill, at 30 days sight	2/10 1/2	
Bank Bill, at 6 months sight	2/10 1/2	
On OCEANIA	Telegraphic Transfer	2/10 1/2
Bank Bill, on demand	2/10 1/2	
On HONGKONG	Telegraphic Transfer	2/10 1/2
Bank Bill, on demand	2/10 1/2	
On SHANGHAI	Telegraphic Transfer	2/10 1/2
Bank Bill, on demand	2/10 1/2	
On CANTON	Telegraphic Transfer	2/10 1/2
Bank Bill, on demand	2/10 1/2	
On HANKOW	Telegraphic Transfer	2/10 1/2
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On PEKING	Telegraphic Transfer	2/10 1/2
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On TIENTSIN	Telegraphic Transfer	2/10 1/2
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On YOKOHAMA	Telegraphic Transfer	2/10 1/2
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On KOBÉ	Telegraphic Transfer	2/10 1/2
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On MANILA	Telegraphic Transfer	2/10 1/2
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On CEBU	Telegraphic Transfer	2/10 1/2
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On BATAVIA	Telegraphic Transfer	2/10 1/2
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On SOERABAYA	Telegraphic Transfer	2/10 1/2
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